



ASTORIA THE PEERLESS CITY

HILL AND HARRIMAN BUSY

Acquire Large Holdings at Mouth of Columbia River for Great Terminals.

SEMI-OFFICIAL STATEMENT MADE OF FACT

Surveyors of Lytle Road Now Within Limits of City and It is Expected That Definite Location of the Road Will Shortly be Announced.

HILL INTERESTS ACQUIRE HAMMOND AND FLAVEL HOLDINGS

THOUSANDS OF ACRES OF FRONTAGE ON THE WEST SIDE OF YOUNG'S BAY CHANGES HANDS AND WORK WILL SOON BEGIN ON IMPROVING SAME—MILES OF RAILROAD YARDS AND IMMENSE DOCKS AND WAREHOUSES WILL BE BUILT.

With the Hill Railroad interests the purchasers of a 2200-acre terminal site in Astoria, and with the Harriman Railroad interests the purchasers of a terminal site aggregating 800 acres, and with the Harriman surveyors already in this city, it would seem that Astoria is soon to be the theatre of the most active railroad operations in the northwest.

The North Bank Hill road will be completed so far as the graders are concerned even with the bridge across the Columbia by the 1st of December, and these graders, it is stated on good authority, will then be brought to this city for the purpose of rushing the Hill terminals to an early completion so that wheat may be loaded on shipboard here at the earliest possible date. This is necessary because the Hills expect to establish a trans-Pacific steamship line and this is the only place they can load wheat on the Columbia river, on both banks of which they will soon have the only railroads in existence.

The story that the Hills have purchased 2200 acres of land for terminals, including the 1800 acres owned by the Flavel Land Company and much of the personal holdings of A. B. Hammond, comes as no surprise to those who have been keeping up with the local railroad situation. First President Elliott came and looked over this site personally, then came Lewis W. Hill, then came J. H. Carroll, the leading attorney for the Hills. All of these officials brought with them the same maps and charts and looked at them in exactly the same way while they were here. The information that the land has actually been sold is given to the public by those who sold it and there does not seem to be any further reason on the part of any of the interested parties to keep the matter a secret.

The announcement that the Harriman interests had purchased terminal grounds here was made last week and now with this authentic announcement that the Hills have purchased terminal grounds of more than three times the area of those of Mr. Harriman, it would seem that any other proofs that the two big living railroad kings of the northwest are now vying with each other for advantages at the mouth of the Columbia river are entirely unnecessary. But if more are needed, then those on the lookout for them should just step over Coxcomb Hill and there by the water-works they may see the surveyors busily engaged in laying out the proposed route over which Mr. Harriman a little later expects to get into Astoria. Mr. Lytle of Portland is the personal representative of Mr. Harriman so far as actual local railroad building is concerned. A little while ago Mr. Lytle said that he expected to survey three routes into Astoria for the purpose of ascertaining which of the three possible ways of entrance were the cheapest. Then he asserted he would be ready to make a public announcement of what he wanted Astoria to do for him through the Cham-

ber of Commerce. The route that is now being surveyed through the farm of Mr. Cornelius, the assessor, is the third and last route and Mr. Lytle may be confidently expected to make an announcement now in a short time.

Astoria is now being brought into its own because of what nature has done for this site. Hon. Thomas H. Benton said in Congress as far back as 1850: "The Columbia River will one day provide the great outlet to the Pacific Ocean for the entire western half of the United States." S. H. H. Clark, the father of American railroads, has said: "Here (Astoria) will be built the greatest maritime city on the Pacific Coast." The late Collis P. Huntington, president of the Southern Pacific Railroad Company, said: "The mouth of the Columbia River is the only natural outlet to the Pacific Northwest." Mr. Archibald A. Schenk, engineer of the New York Central Railroad Company, said: "Whoever controls the line of railroad to the mouth of the Columbia River will for all time control the transportation problem of the Pacific Northwest."

Louis W. Hill, president of the Great Northern Railroad Company while here in Astoria last July said: "This is undoubtedly the place from which the grain shipments of the great Columbia River Valley will be made. Yours is unquestionably the situation for that purpose." And now after all of these seers of the great salient facts in financial history, comes the realization of these dreams through the two leading railroad interests of the modern railroads and financial world.

It would seem now that the real estate men of Astoria should choose this as the judicious moment to get busy. They can best get busy by advertising and they will not have to begin their advertising campaign far from home. The people of the Columbia Valley know most about the possibilities of this valley and with proper representations made to them, through illustrated and printed literature it would probably be easier to attract capital and people here now than it has been at any other time within the almost one hundred years since Astoria was founded as a trading port. The people who know the most of the local situation now have the most confidence. They know that the Astors, Goulds, Vanderbilts, and other multimillionaires made their vast fortunes by early buying New York property, and with this tip in advance they can lay the foundation now by purchasing land hereabouts, in small or large quantities, in the New York of the Pacific Coast. "Watch Astoria soar."

The price paid by the Hills for their terminal ground was in round figures \$400 an acre, although they bought a very large quantity of land at one time. This price will probably look cheap six months from now. All someone apparently has to do now is to get up a proper

cut of Astoria showing where these terminals are located and what lots can be bought near by, to start land to moving rapidly in small lot purchases. A representation of this kind would probably draw more money out of Portland than any real estate deal that the City of Portland could get up to excite the imagination. And it is quite certain some one interested will not overlook this proposition. In fact, full page advertisements of Astoria real estate in the home papers here in Astoria and in those of Boise, Seattle, Spokane and Portland are already being talked of by those who have the largest land holdings here.

And such a stirring up would bring in much new capital which Astoria stands in need of also many new people, which Astoria could assimilate with advantage to her business interests. The two railroads, the Harriman and the Hill, will settle the common point on grain and on everything else. With those two roads built into Astoria and with both of them in a position to ship grain, lumber and fish out of the mouth of the river in their own ships, of course the common point rates will perforce be established. The railroads will even then perhaps make a better than a common point rate to protect their own interests and then the state railroad commissions of Washington and Oregon will probably be appealed to by Portland, Seattle and Spokane to see to it that Astoria is not allowed to have such a great advantage over them. Such a state of affairs would indeed seem strange to Astorians who have for all these years been dreaming of the days to come, of the city that was to be.

The railroad masters know that the Panama canal is soon to be completed, probably within six years from the first of next January. Almost immediately after it is completed the commerce of the Pacific Coast with the Atlantic Coast of the United States will increase many fold, perhaps double each year in a geometrical ratio for many years to come. The railroad kings know this only too well, and for that reason they so long fought to keep the building of the canal a back number. For that reason they hired away from the United States government every engineer that was placed in charge of this important work until President Roosevelt put the entire canal construction problem in the hands of the engineers of his own war department. Now that the canal is thus assured the railroads are getting in shape to handle the commerce to the best points on the Pacific Coast. The mouth of the Columbia is the best point and in a few years now the port of Astoria will assume that place of prominence as a wheat and grain exporting point which nature has fore-ordained since first the foundations of this continent were laid.

The only way you can keep Astoria from going up higher now is to stake it down at the four corners. And then the tethers would probably burst asunder.

PRESENTS CREDENTIALS.

TOKIO, Oct. 15.—T. J. O'Brien, the new American ambassador, presented his credentials to the Japanese emperor today and Mrs. O'Brien was meanwhile presented to the empress.

SUDDENLY SETTLED STOCK RULED OUT

Large Estate is Settled Out of Court.

Shares of Illinois Central Not to be Voted.

A GREAT AMOUNT INVOLVED

MODIFICATION IS SECURED

Instead of Holding Estate of \$30,000,000 for Fifteen Years Widow and Children Will Divide Property at Once—Principal Provision of Will Nullified.

At the Meeting Today of the Illinois Central Railroad Company 286,731 Shares Cannot be Voted if Result Will be Affected Thereby.

CHICAGO, Oct. 15.—A \$30,000,000 will contest argued and settled out of court was disclosed yesterday when the last will and testament of Nelson Morris Packer was filed for probate. As a result of this remarkable situation, the principal provision of the will has been nullified. Instead of carrying out the arrangement which would have held the bulk of the estate in trust for at least 15 years, the widow and her four children will divide the property equally between themselves at once.

CHICAGO, Oct. 15.—E. H. Harriman was today deprived of the voting power of 286,741 shares of Illinois Central stock in the annual meeting of that railroad to be held tomorrow. The order of the court was practically identical with the modification asked for by the attorneys of Harriman. Both sides claim a victory. Fish because the enjoined shares will not be effective at the election and Harriman because his modification was secured. The shares of stock ruled out are those held by the Union Pacific Railroad, the Railroad Securities Company of New Jersey and the Mutual Life Insurance Company, against which a temporary injunction was yesterday issued by Judge Ball. The court today modified the order by permitting the shares to be voted on condition that if any one of these shares should have a decisive effect on any vote taken, then the entire vote is to be null and void. In other words Fish is given by court a handicap of 286,731 votes and in order to defeat him on any motion or resolution, Harriman and his friends must cast 286,731 votes more than are cast by Fish and his followers.

RECEIVED PERIODICAL REPORTS.

Reports of Competitors of Subsidiary Companies Furnished the Standard.

NEW YORK, Oct. 15.—H. H. Tilford, president of the Standard Oil Co. of California, and of other subsidiary companies of the oil combinations was again a witness today in the Federal hearing against the Standard Oil Company of New Jersey. He said that the reports of competitors in the field of the Continental Oil Company, a subsidiary of the Standard were furnished him periodically and filed in the statistical department of the Standard. The Continental Company sells oil in Colorado and adjacent states.

REFUSES TO REINSTATE.

Vice-President Schlacks of Denver & Rio Grande Gives Reasons.

DENVER, Oct. 15.—In a statement to the public issued today Vice-President Schlacks of the Denver & Rio Grande gives reasons for the company's refusal to reinstate Operator Skeggs as demanded by the Order of Railway Telegraphers. Skeggs was discharged September 21, for refusal to test the Western Union wires at Grand Junction. Schlacks says Skeggs' action is in violation of the railroad company's obligation to the Western Union.

DUPONT POWDER MILLS GONE

Terrible Explosion Causes Great Loss of Life and Injuries to Many.

THE SHOCK IS FELT 200 MILES FROM SCENE

Terrible Scene of Carnage When the Works Blew up Without Warning to the Unsuspecting Victims of the Terrible Disaster at Fontanet, Indiana.

THE SURVIVORS SLEEP IN TENTS GUARDED BY SOLDIERS

BY THE EXPLOSION OF THE DUPONT POWDER MILLS YESTERDAY AN ENTIRE CITY WAS WIPE OUT—RUIN AND DESOLATION MARK WHAT YESTERDAY MORNING WAS A THRIVING CITY OF ONE THOUSAND INHABITANTS—SHOCK FELT IN CINCINNATI.

FONTANET, Ind., Oct. 15.—By an explosion of the Dupont Powder Works today, between 25 and 50 persons were killed, 600 injured and Fontanet, a city of 1000 people, wiped out. Where stood a thriving town this morning, tonight there is ruin and scattered wreckage. The dead and more seriously injured have been taken away. Five hundred inhabitants all more or less wounded, remain to gather scattered household goods, and some sleep under tents guarded by soldiers of the state. Without warning the powder mills, seven in number, blew up at 9:15 this morning. They employed 200 men and of these 75 were at work when the first explosion occurred in the press mill. In quick succession the glazing mill, two corning mills and a powder magazine blew up, followed by the cap mill.

In the magazine, situated several hundred yards from the mill, were stored 4000 kegs of powder. The concussion when it blew up was felt 200 miles away. Every house in this town was shattered. Farm houses two miles away and school houses equally distant were torn to pieces and their occupants injured. Indianapolis and even Cincinnati felt the shock. A passenger train on the Big Four, four miles away, had every coach window broken and several passengers were injured by flying glass.

First Reports.

TERRA HAUTE, Ind., Oct. 15.—The most appalling accident in the history of Indiana occurred this morning at Fontanet, a coal miners' village, 16 miles from this city, when the works of the Dupont Powder Company blew up, blotting out, it is estimated, 100 miles, injuring scores, practically wiping out the village, causing cave-ins in the coal mines, entombing the miners, and causing heavy property damage in surrounding cities.

The explosion was heard and felt 60 miles away, buildings were shaken, chimneys knocked down and communication with the stricken village almost completely cut off. Where the works once stood there is nothing save a large hole in the ground.

The explosion occurred soon after the men went to work, but its cause may never be known, as it is believed that none of the employees of the works live to tell the tale.

The quiet of the country was upon the ill-fated village, when suddenly there came a tremendous roar, followed by a number of sharp explosions, which carried the works away as though they were of cards and tore a deep hole in the ground. Every building in the village was damaged. Several, including a general store, were knocked flat, catching fire and incinerating their inmates. Two hundred pupils had just gathered in the public school when the explosion occurred. The building, which was a two-story structure, collapsed, and nearly all the children were pinned under the wreckage. How any escaped instant death is not known, but according

to the latest reports from the scene of the catastrophe many perished.

Up to noon 40 bodies had been recovered and 125 injured were brought to this city. Persons who have arrived on the first relief train say that at least 100 lives were lost, and it is believed that many miners, entombed by cave-ins due to the explosion, are dead. The mine shafts are surrounded by the wives of the miners, frantic and half crazed with anxiety.

Seventy men were at work in the mill when the explosion occurred. Legs, arms and parts of trunks have been picked up 100 feet away from the site of the mill, which was located on the outskirts of Fontanet. Pitiful scenes were enacted around the schoolhouse, the parents and other relatives of the children making pathetic efforts to locate their loved ones.

A carload of coffins has been sent to Fontanet.

A number of persons suffered minor injuries at Rosedale, Coal Bluff and Burnett as the result of the shake, being struck by falling chimneys.

At Crawfordsville, 35 miles away, the electric light company's office building was partly wrecked, the walls crumbling and the marble floors sinking.

The latest report is that 100 of the school children were buried and many will die. Not a person in Fontanet escaped injury or death. Pedestrians were thrown from their feet against buildings, and the latest estimate places the dead at 100 and the injured at 150.

Doctors in automobiles are dashing to the scene from all directions. Hamilton, Ohio, 150 miles away, reports having felt the shock.

The damage thus far reported in other towns follows: Brazil, Indiana, 35 miles away, \$10,000, including the art glass in the First Methodist church, valued at \$1000; Crawfordsville, Indiana, 35 miles away, \$26,000, 26 buildings being damaged; Greencastle, Indiana, 27 miles away, \$10,000; Terre Haute, \$25,000. Losses of \$1000 and more are reported in 19 other towns.

TRIAL POSTPONED.

BOISE, Idaho, Oct. 15.—The trial of George A. Pettibone, charged with complicity in the assassination of ex-Governor Steunenberg, was postponed today until October 28. Judge Wood said he was certain the defendant's physical condition would permit of his trial on October 23, but the defense thereupon requested a few days' longer delay, and October 28 was agreed upon.

MOB PURSUING MURDERER.

GRAND ISLAND, Neb., Oct. 15.—An armed mob is in close pursuit of Charles Foster, a junk dealer, who yesterday evening assaulted the 9-year-old daughter to Henry Bussler, a farmer. Foster escaped from a deputy sheriff last night near Cairo and the mob at once took up the pursuit.